AMENDMENTS TO THE SPECIFICATION WITH MARKINGS TO SHOW CHANGES MADE

Amend the Title to read: -- DRIVE CIRCUIT FOR BRAKING A MOTOR DURING A MALFUNCTION --.

Amend paragraph **[0024]** of the specification as follows:

[0024] --Referring now to FIG. 3, the different braking processes can be suitably combined to produce a first advantageous braking profile according to the invention. It will be assumed that a mechanical system initially has a motor speed v of 100%. In the event of a malfunction when the motor speed can no longer be controlled, for example at time "0", the initiation of a braking command causes a mechanical brake and the integrated armature short-circuit to engage. After 5 milliseconds, i.e. after a delay time T1, the integrated armature short-circuit starts to brake the drive, as indicated by curve 32. The armature short-circuit is switched off after 25 milliseconds, i.e. after a time interval T3. The time interval T3 is typical determined by the load limit of motor and/or converter, whereby these parameters can be either measured directly or obtained empirically by other means. For example, the parameters can be measured before the drive unit is put into service and can be stored in a memory ME (see FIG. 1) ~~(not shown)~~ which can be part of the controller RE. The drive then runs without an applied brake at an essentially time-independent motor speed until the mechanical braking operation is initiated after a time interval T2, as indicated by curve 34 between the end of the time interval T2 and the time interval T3. The mechanical brake engages after the time interval T2 and brings the system to a halt approximately 125 milliseconds after receiving the initial braking command (curve 36). The aforementioned system-related friction has been neglected, except in curve 34, since the friction torque is small compared to the torque generated by the other braking processes.--.